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There is confusion in making assignments. On 3 February 1953, the 34th Dimitur Khristov brigade, after having loaded a railroad car with rolled wire, was ordered to unload it and to reload it with rails. The workers then received orders to unload the rails and, in place of the rails, to load something else.

Available loading machinery is not wisely used. On 5 February 1953, operator Grigor Angelov sent out a brigade to load iron on a car. The iron was 50 meters from the car, near a free truck and an idle self-propelled crane. Instead of moving the car to the iron and loading it with the aid of the crane, it was moved in wheelbarrows and loaded by hand.

This inefficiency means a 30-percent loss of productivity, a 6-percent loss of manpower, and a 260-percent loss of work. Manual work costs the enterprise 308 leva, while work with machines should have cost 88 leva.

The operations division does not work together with the warehouse division. Jams often occur when goods from ten different consignments are loaded in one car. When these are unloaded they become mixed, unless they have not been sorted out previously. Unloading consignments for different destinations often means reloading the goods on one car at five and six different places.

When goods are incorrectly sorted and must be reshipped to original destinations, the result is an increase in the freight-ton surcharge. Figures show that the transport of a ton of goods costs 36 leva, instead of the 22 leva defined by the tariff.

Cargo is not unloaded correctly from ships' holds. In their efforts to fulfill norms, workers unload goods incorrectly. They first move the heavy goods aside and throw the light goods out of the hold. Unloading is not done according to consignment, and often the goods are damaged.

Outgoing cargo is not always stowed correctly in the ships' holds. Cement on board the ship *Imandra* was piled against the bulkhead. The dimensions of the hold were not taken into consideration. Pulp was poorly loaded on the ship *Orel*.

The loading chiefs, Boris Lazarov, Boris Naumov, and Sava Petrov, do not try to keep breakage at a minimum. In one year, 53 different instances of goods damaged through carelessness were noted.

Checkers have been inefficient. On board the *Orel*, there were 312 extra cases of plums. The error of warehouse branch No 3 was discovered in the harbor of Odessa, where an invoice was drawn up and the difference was made known to Stalin harbor authorities. Three excess bags of rice were loaded on the *Sheksna*. Three excess barrels were loaded on the *Bulgariya*, five excess crates on the *Karl Marx*, and eight excess crates on the *Rila*.

Goods are poorly stored in the warehouses. The warehouse managers do not take sufficient precautions against thievery and damage. They do not work for efficiency in the reloading processes.

The technical section under Krum Slavov, assistant chief of the technical branch, is not up to par. Mechanical and loading equipment is not used properly. Electric cars are not employed either in the harbor or in the warehouses.

Krum Slavov and Viktor Krilov allowed two trailers to stand idle for 45 days simply because some wheels did not fit the available tractors.

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Two partly assembled tractors stood idle for 4 months.

The poor organization of work brings about conditions which lead to a large turnover of stevedores. In January 1953 alone, 75 workers were hired and 62 left work. This turnover brings about poor results in the quality of cargo handling and labor productivity.

The labor turnover in cargo handling greatly lowers the skill of the stevedores. The supervisor, Sava Petrov, does not pay enough attention to the tools and facilities which the workers use. Discarded slings, dollies, straps, and skips are scattered around the area. There is no definite system for checking tools in and out, and there is no personal responsibility for tools. Available tools and equipment are not in good condition and their technical uses are not specified.

There is no coordination or cooperation among the supervisors of the main harbor services. Assistant Manager Atanas Mitev often takes over the function of shift dispatcher, rudely interrupts the carrying out of the daily operations plan, and thus disorganizes the reloading operation. The manager of the operations branch, Boris Lazarov, is lazy and not sufficiently forceful. He considers it unnecessary to interfere with the shift dispatcher and, moreover, shirks his job as supervisor. The assistant chief of the technical branch, Krum Slavov, did not fulfill his plan.

Blame for the poor organization of work in the Stalin Harbor lies with the local Committee of the Bulgarian Communist Party and its secretary Georgi Gotsev. The trade union committee with chairman Dimo Khristov is also to blame. The political branch of the water transportation administration and its political department in Stalin have done nothing to improve the poor work organization in the harbor.

On 6 February 1953, under the leadership of Denov (fnu), a meeting was called about the conditions of the harbor. The meeting reviewed the delays in Stalin Harbor, the poor unloading of goods, and the inefficient work organization. Decisions were made toward improving this situation and a plan must be put into effect soon.

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